

## § 113.20-1

the system must be automatically supplied from the other source.

(b) *Batteries*. Each battery used in a fire detecting and alarm system must meet Subpart 111.15 of this chapter.

(c) *Capacity of power supply branch circuit*. The capacity of each branch circuit providing power to a fire detection or alarm system must not be less than 125 percent of the maximum load.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996]

### Subpart 113.20—Automatic Sprinkler Systems

#### § 113.20-1 Sprinkler alarm system.

Each sprinkler alarm system, including annunciator, power supply, alarm switches, and bells, must meet Subpart 76.25 of this chapter.

#### § 113.20-3 Connection boxes.

Each connection box and each switch enclosure in an automatic sprinkler system must be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10-1) requirements.

[USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

### Subpart 113.25—General Emergency Alarm Systems

EDITORIAL NOTE: Nomenclature changes to subpart 113.25 appear at 61 FR 28288, June 4, 1996.

#### § 113.25-1 Applicability.

(a) This subpart, except §§ 113.25-25 and 113.25-30, applies to each manned vessel of over 100 gross tons, except barges, scows, and similar vessels.

(b) Section 113.25-25 applies to each manned ocean and coastwise barge of over 100 gross tons if the crew is divided into watches for the purpose of steering.

(c) Section 113.25-30 applies to each barge of 300 or more gross tons that has sleeping accommodations for more than six persons.

## 46 CFR Ch. I (10-1-11 Edition)

#### § 113.25-3 Requirements.

Each vessel must have a general emergency alarm system that meets the requirements of this subpart.

#### § 113.25-5 Location of contact makers.

(a) *Passenger vessels and cargo and miscellaneous vessels*. Each passenger vessel, cargo vessel, and miscellaneous vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge; and
- (2) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(b) *Tank vessels*. Each tank vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge;
- (2) At the deck officers' quarters farthest from the engineroom;
- (3) in the engineroom;
- (4) At the location of the emergency means of stopping cargo transfer required under 33 CFR 155.780; and
- (5) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(c) *Mobile offshore drilling units*. Each mobile offshore drilling unit must have a manually operated contact maker for the general emergency alarm system:

- (1) In the main control room;
- (2) At the drilling console;
- (3) At the feeder distribution panel;
- (4) In the navigating bridge, if a navigating bridge is installed; and
- (5) In a routinely occupied space that is as far as practicable from all other contact makers.

(d) *Additional contact maker*. A vessel must not have more than one other contact maker that operates the general emergency alarm system in addition to those required under paragraph (a), (b), or (c) of this section unless the installation of other contact makers has been accepted by the Commandant.

(e) *Special system*. If a vessel has an emergency squad when operating, has a manual fire alarm system, or is an ocean-going passenger vessel, it must have:

- (1) An independent manually operated contact maker in the navigating bridge that is connected to operate